

The Hongkong Telegraph.

(ESTABLISHED 1861.)

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July 31st, Barometer 10 a.m. 29.76, 4 p.m. 29.69; Temperature...85, 88; Humidity...75, 65.

July 31st, 1910, Barometer 10 a.m. 29.77, 4 p.m. 29.67; Temperature...87, 88; Humidity...67, 60.

No. 8582

號七初月六年三統宣

TUESDAY, AUGUST 1 1911.

二拜禮

號一月八英曆

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SPECIAL TELEGRAMS.

ECHO OF PROUDLOCK CASE.

EDITOR FINED.

(THE "TELEGRAPH" CORRESPONDENT.)

Singapore, July 31, 4.15 p.m.

Mr. Jack Jennings, editor of the "Times of Malaya" (which is published in Ipoh in the State of Perak, Federated Malay States) was charged at Kuala Lumpur, the Federal Capital, with defamation of the Court by reproducing an article from "Capital" reflecting on the conduct of the Proudlock trial.

Mr. Jennings was fined \$500 for defamation and an additional \$250 for selling papers containing the defamatory articles.

He is also ordered to make a humble apology within seven days.

DESTROYER FLOTILLA.

LEAVES PORTLAND.

(THE "TELEGRAPH" CORRESPONDENT.)

London, July 31, 5.30 p.m.

The British flotilla of destroyers has left Portland for sea with scaled orders.

JACK JOHNSON.

A SUGGESTED MATCH.

(THE "TELEGRAPH" CORRESPONDENT.)

London, July 31, 5.30 p.m.

It is suggested that Sculler Arnd should box Jack Johnson.

[It may be remembered that, as was reported in the telegraphic columns of the "Telegraph" on the 30th instant, a message from Sydney stated that Arnd had won the world's sculling championship, defeating Pearce in record time.]

REUTER'S TELEGRAMS.

AFFAIRS IN CANADA.

AMERICAN RECIPROCITY.

(SERVICE TO THE "TELEGRAPH.")

London, August 1, 1.45 p.m.

A telegraphic despatch from Ottawa says that the Hon. Sir Frederick W. Borden, the Oppositionist, has issued a manifesto, in which he declares that he welcomes the fight on the question of American reciprocity.

REUTER'S TELEGRAMS.

It is right and just, he says, that the people should decide this momentous question.

Sir Frederick severely criticizes the action of the Government in not even voting on Supply or carrying out the policy of redistribution.

LAURIER'S ADDRESS.

Later.

A further telegram from Ottawa states that the Dominion Parliament has been dissolved and will re-assemble on the 11th of October.

Sir Wilfrid Laurier, the Premier, has issued an election address, in which he makes an appeal on behalf of a Reciprocity Treaty with the United States, which shall not impair British preference but shall eventually help to further friendly relations between Great Britain and the United States.

A SHIPPING DEAL.

RENNIE LINE TAKEN OVER.

(SERVICE TO THE "TELEGRAPH.")

London, July 31, 10.55 p.m.

The "Shipping Gazette" learns that the Harrison Line of Steamships has acquired a controlling interest in the Rennie Steamship Line.

The business, however, will be conducted by the Rennie Line as hitherto.

[John T. Rennie, Son & Co., Aberdeen Direct Line, control the fleet of steamships sailing every ten days out of West India Dock for Natal, Delagoa Bay, Beira and Chinde, calling at Portland and the Canary Islands, also taking passengers for East African ports as far as Mombasa and Madagascar. The line was inaugurated in 1856, when sailing ships only were employed. The present service was commenced in 1882 and the East African service in 1892, the steamers maintaining a regular service as far north as Beira, calling at Delagoa Bay and Inhambane, and carrying goods also to the British concessions at Chinde and Quilimane. The Harrison Line was established in 1830, and is managed by Messrs. Thomas and James Harrison of Liverpool, under the name of the Charente Steamship Co., with direct services to and from the West Indies, the United States, Mexico, Brazil, the East Indies, South and East Africa, Charente and Calcutta. The Harrison Line has a fleet of 43 steamers, aggregating 217,000 tons.]

REUTER'S TELEGRAMS.

MR. BOTTOMLEY'S APPEAL.

DISMISSED.

(SERVICE TO THE "TELEGRAPH.")

London, July 31, 5 p.m.

The appeal of Mr. Horatio Bottomley, M.P., against the decision of the Court in awarding Mrs. Curtis £50,000 damages has been dismissed.

[Mr. Horatio Bottomley, M.P., applied that his appeal should be expedited. He explained that the action was brought against him by Mrs. Curtis, an executrix of her father, before the Lord Chief Justice and a special jury a week ago, and the jury found a verdict in favour of the plaintiff, with damages to the extent of £50,000, on the ground that certain shares had been sold to the plaintiff's father by means of false and fraudulent representation.

He had entered his appeal against the verdict and judgment on various grounds. He should contend that there was no case to go to the jury; that there was misdirection by the learned judge; that there was wrongful admission of evidence; and that the verdict was perverse. He regretted to say there was another ground. It was that the verdict was, to some extent, induced by the peculiar conduct of the case by the plaintiff's counsel (Mr. Ritter).

Their lordships, Mr. Bottomley said, would perhaps accept it as common knowledge that when a charge of this kind was hanging over a member of Parliament it was contrary to the practice and the procedure of Parliament for the member to take any serious part in the proceedings of the House. He based his application on the ground of public policy, for pending his taking what steps he could to reverse the verdict the constituency which he represented, one of the largest London constituencies, had no effective representation in Parliament. He asked their lordships to allow the appeal to be taken before the long vacation.

Lord Justice Vaughan Williams (addressing Mr. Ritter): Are you instructed in this matter? Mr. Ritter replied that he was very fully instructed. He was desirous of saying, in regard to statements that had appeared in the public Press about one ground of this appeal—

Lord Justice Vaughan Williams (interrupting): That is a personal matter. We don't want anything about that discussed here. What we want to know is if your client has any objection to this appeal being expedited.

Mr. Ritter replied that his client had no objection, and if Mr. Bottomley, as he undertook after the trial, paid the £50,000 damages into court, he would give Mr. Bottomley every assistance to expedite his appeal. If not his instructions were to apply for security for costs.

Mr. Bottomley replied that he was willing to give security for costs. Mr. Ritter: May I ask if Mr. Bottomley is going to pay the £50,000 into court?

REUTER'S TELEGRAMS.

Mr. Bottomley: That was only a condition of the stay of execution. Lord Justice Buckley: Are you going to bring the money into court?

Mr. Bottomley: If your lordships expedite the appeal I do not propose to bring it into court, as in that case the appeal must be disposed of within a week or two.

Lord Justice Vaughan Williams: I understand that in the alternative you are ready to give security for costs. We have therefore to ascertain how much will be a proper sum. What sum do you, Mr. Ritter, suggest?

Mr. Ritter: £200 is the sum my clients suggest.

Mr. Bottomley: I agree. He explained that he suggested in the court below that the money should be brought into court in seven days; if it were not brought in there should be no stay.

Lord Justice Buckley: You quite understand that your giving security for costs does not affect that?

Mr. Bottomley: Quite. Lord Justice Buckley: During what time will you give the security?

Mr. Bottomley: I will do it this morning and hand the money into court.

Lord Justice Vaughan Williams: We will fix Thursday, July 20, for the hearing of the appeal.]

AFFAIRS IN PERSIA.

PRICE FOR THE EX-SHAH'S HEAD.

(SERVICE TO THE "TELEGRAPH.")

London, July 31, 8.35 a.m.

A telegram from Constantinople states that the Majlis has decided to offer £16,500 sterling, this being the amount of the pension forfeited by the ex-Shah for returning to the country.

"ALIVE OR DEAD."

The reward will be given for the capture of the ex-Shah, alive or dead.

Smaller sums are offered for the capture of his two brothers.

LORDS AND COMMONS.

NO SURRENDER MEETINGS.

(SERVICE TO THE "TELEGRAPH.")

London, July 31, 9 p.m.

It was found necessary to hold two "No surrender" meetings on Friday owing to the demand for tickets for admission to the Halsbury banquet.

The Chief speakers at the banquet, which was given at Chelsea Town Hall, included Lord Selbourne, Mr. F. E. Smith, and Sir Edward Carson.

REUTER'S TELEGRAMS.

AMATEUR CHAMPION.

FOR THE MILE.

(SERVICE TO THE "TELEGRAPH.")

London, July 31, 9 p.m.

In the mile amateur championship for the Holborn Prize, run at Berwick, the result of the race was as follows:—

Taylor 1
Battersby 2
Hatfield 3

The winner got home with ten yards to spare and finished in the time of 23 minutes, 35.12 seconds, which constitutes a world's record.

IMPERIAL DEFENCE.

COMMITTEE REPORT.

(SERVICE TO THE "TELEGRAPH.")

London, August 1, 1.35 a.m.

The report of the Committee of the Imperial Conference, convened to discuss the subject of Imperial Defence, of date the 14th and the 16th June, has been published.

The report states that the Imperial General Staff has made considerable progress during the two years of its existence.

As soon as the formation of the Staff was seriously taken in hand, it was found that a more definite arrangement with regard to various points was required.

Accordingly a paper on the detailed arrangement of loans, attachments and interchanges of and between officers of the Regular Army and of the Overseas Armies was forwarded to the Overseas Governments.

Canada and New Zealand had replied to these proposals, accepting them on principle.

Australia has not yet replied. South Africa has sent an answer in reply to the message, stating that she is not yet able to gauge the actual requirements of the defence force.

TRAINING OFFICERS.

London, August 1, 2.20 a.m.

The Defence Committee consider that satisfactory progress has been made towards the execution of the proposals regarding the education of officers throughout the Empire.

The Committee is agreed that the Conferences of 1907 and 1909 marked an improvement in military education.

REUTER'S TELEGRAMS.

This had already resulted in the Committee taking into consideration arrangements for the instruction of Overseas officers.

In Great Britain and India, these arrangements were regarded as satisfactory, and the acceptance of the terms proposed was recommended.

Regarding inspection by an Overseas Inspector of Forces, the terms include the stipulation that such inspections shall only occur on the invitation of the Government concerned.

The Imperial Government shall be liable to pay the passages of this Inspecting Officer and his staff one way and the Dominion concerned shall pay the passages in the other direction.

With regard to the education of Overseas officers at the Staff Colleges at Camberley and Quetta, the Defence Committee recommend that the accommodation at Camberley be increased so as to enable thirteen Overseas officers to attend annually.

SITUATION IN MOROCCO.

KAISER CONCILIATORY.

(SERVICE TO THE "TELEGRAPH.")

London, August 1, 7.45 a.m.

Reuter's Berlin correspondent says that it is stated in official quarters that the Foreign Minister is fully satisfied with the result of his conference with the Kaiser.

His Imperial Majesty will continue the negotiations as heretofore.

The predictions, therefore, of the change of attitude, owing to the Kaiser's conciliatoriness, was falsified.

An early settlement of the difficulty was not expected.

The Government, he said, was not likely to take the public into its confidence presently.

That well-informed journal, the "Frankfurter Zeitung," states that it does not share in the belief that negotiations will be quickly concluded but says that Germany is doing its utmost to reach a peaceful settlement.

The journal also declares that the Kaiser thoroughly agrees with the action of his leading statesman.

CHINESE TELEGRAMS.

NATIONAL ASSEMBLY.

PRESIDENT RESIGNS.

(THE "SHENGA PO" SERVICE.)

Peking, July 31.

H. E. Shai Chuk, the president of the National Assembly, has decided to tender his resignation. The president and vice-president of the Now Cabinet, however, have requested him to reconsider his decision.

ANGLO-CHINESE DISPUTES.

TO BE DECIDED AT HAGUE.

(THE "SHENGA PO" SERVICE.)

Peking, July 31.

The British Minister at Peking has notified the Ministry of Foreign Affairs that the Szechuen mining dispute between Great Britain and China is still pending, and the British Minister has suggested that the dispute ought to be settled at the Hague conference. Regarding the Pienma dispute, the British Minister said that this question can be settled amicably without submitting it to the Hague Conference.

The Ministry of Foreign Affairs is now considering as to the advisability of adopting the British Minister's suggestions.

THE NATIONALIZATION OF RAILWAYS.

STRONG MEASURES ADOPTED.

(THE "SHENGA PO" SERVICE.)

Peking, July 31.

The President of the Ministry of Communications has telegraphed to H. E. Tunn Fang, the director of railways, to enforce strong measures against those who oppose the nationalization of railways.

CHINESE AMBASSADOR IN LONDON.

ALLEGED NEGLECT OF DUTY.

(THE "SHENGA PO" SERVICE.)

Peking, July 31.

It is reported that H. E. Luk Yuk Lin, the Chinese Minister at the Court of St. James, failed to notify the Foreign Secretary in London that Prince Chun, the special representative of the Emperor Huan Tung at the Coronation of King George, was a member of the Chinese royal family. Consequently Prince Chun was only treated as an ordinary envoy. Prince Ching is alleged to have been very angry over the matter and holds the Chinese Minister in London responsible for negligence.

CHINA'S SECOND CHAMBER.

SECRETARY APPOINTED.

(THE "SHENGA PO" SERVICE.)

Peking, July 31.

The new Cabinet has strongly recommended the appointment of Chu Ki as under secretary to the House of Peers.

The Weather Forecast.



ROAD TARRING.

Destructive Effect of Black Dust upon Trees.

Mr. Louis Maugin, member of the Instituto de France, and president of the commission just appointed to study the road-tarring question, states that in approaching the subject with an entirely unbiased mind. Whilst admitting tar contains certain toxic substances which at any rate theoretically, must be considered harmful to trees, plants, or flowers coming under their influence, he awaits the results of experiments shortly to be made before condemning a dust preventive system which was first introduced in France when first introduced in France was greeted with so much approval. The commission appointed by the Prefect of the Seine to investigate the matter is composed of prominent scientists, botanists, and chemists. To aid them in their labours there is a sub-commission, the special attribute of which is to conduct coming experiments.

This road-tarring problem has for months past been engaging the attention of French scientists owing to the numerous complaints touching the ill-effects of tarred roads on the vegetation in the Bois de Boulogne and elsewhere in the vicinity of Paris. The head gardener of the Bois has come forward as a reliable witness of the harm done to trees by the black powdery tar-dust which settles on them, whatever their height may be, and cannot be removed even by the heaviest rain. He has produced samples of leaves thus injured, and he forecasts that in settling upon the foliage the tar-dust or powder raised by the perpetual grind of traffic must end by stifling the development of the tree. Reports received by the commission from municipal gardeners and plantation custodians confirm this view of the matter, but categorical though this indictment against road-tarring is, the commission very prudently declines to believe implicitly what is said until such assertions have been investigated to determine definitely what truth there is in them.

Practical Experiments.

Practical experiments have yet to be made before a final decision be reached. An avenue, for instance, it is stated will be taken as a field for careful operations. Half of it will be subjected to the tar treatment, the remainder being left to the ordinary road dust, and at the expiration of a given period results will be compared. Parks and plantations will be similarly treated by the creation of zones of tar around flower beds and bushes, in fact in every way the work in hand is to be done thoroughly and methodically. Delicate flowers and plants will, it is thought, probably suffer from the proximity of tar, but this will not prove that the faded condition of trees and foliage along tar-laid avenues is to be ascribed exclusively to the pernicious effects of tar-dust. A variety of circumstances may occasion the premature shrivelling of leaves, or the non-development of a tree, and it would perhaps be well to wait the results of pending scientific inquiry before expressing any definite opinion on the subject. Most assuredly the parks, gardens, and avenues of Paris are, as the president of the commission asserts, worth protecting, and it is satisfactory to have his word for it that they shall be protected, even if the tarring of roads has to be prohibited.

In such an eventuality it need not necessarily follow that no other dust-preventing medium could be found. Road engineers, in fact, are already turning their attention to the matter, and are seeking means to attain the same result without incurring the risk of preventing the growth of trees, supposing the accusation brought against tar to be substantiated.

"A Live Flame."

The opinion of such a competent authority as M. Forrester, Conservateur des Promenades de Paris, is worthy of notice. It was he who tarred the first Paris road, he explained; consequently, he cannot be charged with prejudice or partiality. He is now an im-

placable enemy of tar as a dust preventive, because, he states, actual experience has opened his eyes to the destructive effects produced on vegetation. Certain plants, he declares, cannot resist the tar even for a single season. They wither and shrivel as "though exposed to a live flame." Other less delicate shrubs and trees withstand a little longer the effects of tar, but none the less they are doomed to die sooner or later. M. Forrester admits that on first noticing the pernicious effects of tar on plant life he thought other influences might account for them. But three years' observation removes all doubt from his mind concerning the damage done wherever tar and traffic are combined.

Other experts entirely endorse the views expressed by M. Forrester as to the noxious effects of tar on vegetation owing to the deleterious gases emanating from it, which especially when warmed, kill the cells of the plant tissues. With regard to the tar powder raised by constant traffic, when blown on to flowers and foliage it is said to absolutely burn them up. Foliage and flowers, chestnut trees and others feel, we are told, the detrimental action of tar dust even at a distance of fifteen or more meters from the tarred road.

At the French "Académie des Sciences," where on several occasions the question has been discussed, the unanimous verdict is that if tar be really injurious to trees, plants, and flowers, its use on roads ought to be prohibited, and some other method of laying the dust thereon tried. Parisians who are justly proud of their gardens, parks, and woods, await with interest the results of the Commission's labours.

JIM JEFFRIES MEETS JOHNSON.

London, June 21.—Jim Jeffries and Jack Johnson met accidentally in the Trocadero restaurant last night. The meeting of the former ring antagonists created a sensation among diners, who seemed for a moment to fear a renewal of the Reno hostilities.

Jeffries, who has just returned from Carlisle, where he has been taking a course of the waters, was dining with his wife and several friends, including Walter Kelly, the "Virginia Judge," when Johnson entered. The fighters saw each other but Jeffries glared stonily in the other direction and refused to recognize Johnson. The noise of the gay restaurant immediately ceased. Johnson, however, avoided a scene. With his wife scintillating with diamonds he passed Jeffries and took a table at the farther side of the room. Jeffries appeared highly uncomfortable and hastily finished his meal and departed, leaving Johnson laughing over his wine. "Los Angeles Times."

JAPANESE LEGISLATE FOR SANITARY FACTORIES.

The Japanese have legislated to secure the abolition of child labour, the safety of the employees, and sanitary conditions in factories, according to information received at the department of state.

Under the new laws, persons under 12 years of age may not be employed in any factory. Persons under 15 years of age and women may not be employed more than 12 hours a day, nor for the oiling or repairing of dangerous machinery. All shall have at least two holidays a month. Persons under 15 shall not be employed in the handling of poisons, injurious chemicals or explosives.

All persons working more than six hours a day shall have a recess during working hours of at least 30 minutes, and if working more than 10 hours the recess shall be at least one hour. Persons working alternately in day and night shifts have at least four holidays a month, and the working hours shall be alternated at least once every ten days. "Los Angeles Times."

MISTAKE OF THE DUCHESS.

She Orders Full Court Dress at a Royal Ball.

London, June 21.—"The Los Angeles Times" says:—The Duchess of Westminster has come into humiliating conflict with the royal court by asking her guests to appear in full court dress at the royal ball she is to give in her own residence, Grosvenor House, next Tuesday.

In her first invitation the Duchess intimated that semi-court costume would be sufficient, but afterward she sent another card asking those she had invited to come in full uniform. This would be necessary, she explained, because so many foreign royalties would be present in addition to the King and Queen. But alas for the Duchess of Westminster, only the King himself has the privilege in this dominion of demanding full court dress, as the Duchess was informed very quickly by the Lord Chamberlain. Full court costume, this functionary reminded her, is never worn at any private party.

The Duchess pleaded ignorance of the royal regulations, whereupon she got a hint that King George and Queen Mary think no Duchess of the realm should be so lamentably unacquainted with court etiquette.

The result of the incident was that the Duchess ordered her second cards to be cancelled, but she showed, nevertheless, no inclination to place herself in so humiliating a position before her guests.

The King could not well withdraw his own and the Queen's acceptance of the invitation as the foreign royalties and others had been especially invited to meet the King and the Queen. The upshot is that His Majesty has caused it to be known that he does not expect full court costume to be worn at the Duchess of Westminster's royal ball.

The Duchess got up the ball at the request of the King's while she knows she blundered, she says she feels accordingly vexed at His Majesty's interference.

GAINSBOROUGH PORTRAIT OF THE DUCHESS OF DEVONSHIRE.

"The Daily Mail" features conspicuously an article which if authenticated proves that the famous picture of the Duchess of Devonshire, stolen in 1876 and restored in 1901 through Patrick Sheehey, the American gambler, and now in the collection of J. Pierpont Morgan, is not the original Gainsborough portrait, but a replica begun by Gainsborough and finished by Sir Thomas Lawrence. It is also said to have been repeatedly retouched by other men.

There is now in the Spink's galleries in King street, a picture purporting to be the original. It is practically identical with Morgan's picture, but includes passages which the other has lost in the course of its romantic vicissitudes.

The claims of the new discovery are set forth in a long document dated London, July 18, 1878 and signed by John Foster and witnessed by R. C. Saunders. The statement of Foster asserts that the portrait is not Georgiana, but Elizabeth, the second wife of the fifth Duke, born Lady Elizabeth Hervey, afterwards Lady Elizabeth Foster and subsequently Duchess of Devonshire. Foster's father told him that Gainsborough painted the picture about 1778. Gainsborough was so pleased with the work that he sketched a full size copy. He never finished the copy, however, and only painted in the figure, leaving the background in a sketchy condition.

The story goes on that after Foster's father had gained possession of the original, Sir Thomas Lawrence asked to see it in order that he might renovate the replica for an owner who had bought it either from Gainsborough, at a sale after Gainsborough's death.

MURDER IN A LINER.

Lascar Arrested.

Plymouth, July 1. When the P. and O. liner China, which reaches London to-morrow from Australian ports, arrived at Plymouth to-day it was reported that one of the stewardesses named Alice Brewster, a woman forty years of age, had been brutally murdered on the high seas in circumstances of an extraordinary nature. One of the native crew (a lascar) has been placed under arrest on suspicion of having committed the crime. Police officers boarded the liner at Plymouth to-day to investigate the details of the tragedy, which happened on Sunday, June 11, and the preliminary hearing will probably take place at Bow-street Police Court, London, on Monday.

The victim of the crime had long been in the P. and O. service as stewardess. She was a native of Little Cranford, Essex, and her general and happy disposition made her a general favourite with the travellers. She had been in the China for nearly eighteen months, and had never quarrelled with anyone in the ship except the man suspected of the crime. He is a native bathroom steward, and his duties concerned the first-class accommodation, where Miss Brewster was also employed. She had to supervise his preparation of baths, and it is alleged that there had been frequent trouble between the two, chiefly about their respective duties during the voyage, but nothing serious was anticipated, although when in Australia Miss Brewster was several times upset by receiving anonymous letters of a threatening character. Her friends persuaded her that the letters were of no consequence, but she worried greatly until the homeward voyage was commenced.

A Terrible Discovery.

The tragedy occurred during the night of June 10 or in the early hours of the following morning. Miss Brewster was not as early as was her habit on Sunday morning and in order to wake her Miss Crutchley, another stewardess, went to the cabin to call her colleague. A horrible spectacle met her eyes. On the floor was Miss Brewster dead, her blood and brains bespattered all over the apartment. One glance was sufficient to realise that life was extinct. The alarm was raised and Dr. Keogh, the ship's surgeon, was hurriedly summoned, but could do nothing. It was evident that Miss Brewster had been attacked and overcome in her sleep. There was no trace in the cabin of any weapon with which the crime was committed, but judging from the nature of the injuries she was done to death with a heavy weapon belonging to the fire appliances. When discovered Miss Brewster was lying huddled in a heap on the floor of the cabin attired only in her night garments.

Apparently Miss Brewster retired to rest at the usual hour, and when she was sound asleep her cabin was entered, and she was dealt terrible blows across the head as she lay asleep. The murderer must have rained a succession of blows upon the woman as she lay unconscious. Evidently she made an involuntary effort to protect her head, judging from the lacerated condition of the fingers and hands. Probably she died without any cry escaping from her lips.

Inquiries on board were instituted, and the bathroom attendant, a native of either Kurrachee or Madras, with whom Miss Brewster was known to have had some disagreement, was placed under observation. At dawn two native policemen were shipped to bring him to England. The accused, who is about thirty-two, writes and speaks English exceptionally well.

The San Francisco Exposition. We learn that the Japanese colony in San Francisco has agreed to purchase shares to the value of \$500,000 in the forthcoming Great Exhibition in San Francisco to celebrate the opening of the Panama Canal. The subscribers so far are the following:—The Toyo Kisen Kaisha, \$10,000; the Mitsui Bussan, \$1,500; the Specie Bank, \$4,500; and the Japanese Business Men's Association of San Francisco, \$31,000.

Prépaid Advertisements.

26 WORDS \$1 for 8 insertions or \$2 for one week.

TO LET.—TWO ROOMS, suitable for Office, in St. George's Building, 3rd Floor. For further particulars apply to F. Blackhead & Co. [1374]

BOARD AND RESIDENCE.—"HOMEVILLE," Morrison Hill, splendid view of the harbour, 11 minutes from Post Office by electric car; entrance 158, Wanchai Road. Apply at the house. [1280]

WANTED for Singing practice. Room with Piano for half an hour daily before 8 o'clock a.m. State terms.—S. L. H. c/o The "Hongkong Telegraph." [1282]

TO LET IMMEDIATELY.—A well furnished bedroom suitable for a bachelor at very moderate terms. Apply "ENGLISH," c/o "Hongkong Telegraph." [1286]

JAVA RUBBER INDUSTRY.

Eighty-Seven British Companies Interested.

Reporting on the trade of Java, Sumatra, etc., for the year 1910, Mr. Consul J. W. Stewart states that the past twelve months were most interesting for rubber in Java, as the oldest of the Hevea plantations had reached the productive stage. Little actual tapping has been done, but some half-dozen estates have made a commencement with this work, and the small quantities of "Java plantation" which have reached the London market have been conspicuous for the high prices realised. Figures as to yields per tree are not yet available, but results obtained have been highly satisfactory, both as regards yield of latex and percentage of dry rubber. On many plantations trouble has been caused by root disease; but planters are taking energetic measures to check it, and the Government chemists are interesting themselves keenly in the matter and rendering the readiest assistance.

Of the capital sunk in rubber ventures during 1910, that of British investors easily takes the first place, and from figures compiled by the Netherlands Indian Agricultural Syndicate it appears that in Java alone no less than £5,600,000 has already been paid up in respect of 87 British companies with an authorised capital of nearly £7,000,000. The figures are admittedly incomplete, as the origin of all the capital is difficult to trace, and it is probable that the actual British interest is even greater. The agricultural syndicate mentioned above has also endeavoured to collect statistics as to the area planted with rubber in Java, and have arrived at a total of 157 estates, with an area of 85,000 acres of planted rubber, principally Hevea Brasiliensis. These figures are, however, recognised as incomplete, and, owing to the apparent reluctance of many planters to furnish returns, it will probably be some years before reliable statistics can be obtained.

An interesting feature in connection with the rubber industry has been the establishment in Java during 1910 of a British firm of rubber engineers who are constructing large numbers of temporary and permanent rubber factories. An inferior variety of wild rubber, the export of which has of late years attained considerable proportions, is that known as jelutong. This product is collected by natives in the forests of Sumatra and Borneo and is obtained from trees belonging to the Dyak and Alstonia families.

As the method of collection employed by the natives is extremely destructive to the trees, the Government of Netherlands India has found it necessary in order to prevent their extermination, to impose restrictions on the collection of jelutong. Concessions for the exclusive right of collection have already been granted to two companies, one American and the other German, and there are still large stretches of territory available.

Intimations



SOUTH MANCHURIA RAILWAY

SHORTEST & QUICKEST ROUTE

THE FAR EAST & EUROPE, via DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changhai in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.									
1st Class Fares	Shanghai (Steamer).....Lv.	Dairen (").....Ar.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.
\$40	(S.M.R. Train).....Lv.	6.00 a.m.	1.50 p.m.	1.50 p.m.	6.00 a.m.	1.50 p.m.	1.50 p.m.	6.00 a.m.	1.50 p.m.
Y14.95	Mukden (").....Ar.	2.00 "	8.30 "	8.30 "	2.00 "	8.30 "	8.30 "	2.00 "	8.30 "
Y11.60	Changhai (").....Lv.	8.30 "	9.40 "	9.40 "	8.30 "	9.40 "	9.40 "	8.30 "	9.40 "
R 9.60	(Russian Train).....Lv.	9.40 a.m.	9.40 a.m.	9.40 a.m.	9.40 a.m.	9.40 a.m.	9.40 a.m.	9.40 a.m.	9.40 a.m.
	Harbin (").....Ar.								

Connecting at Harbin with

SOUTH BOUND.

Connecting at Harbin with

1st Class Fares	Harbin (Russian Train).....Lv.	Changhai (").....Ar.	Mon. Tues. Wed. Fri.	Mon. Tues. Wed. Fri.	Mon. Tues. Wed. Fri.	Mon. Tues. Wed. Fri.	Mon. Tues. Wed. Fri.	Mon. Tues. Wed. Fri.	Mon. Tues. Wed. Fri.
R 9.60	(S.M.R. Train).....Lv.	11.20 a.m.	8.25 p.m.	10.30 "	6.10 a.m.	6.25 "	1.30 p.m.	1.30 p.m.	1.30 p.m.
Y11.50	Mukden (").....Ar.	6.10 a.m.	6.25 "	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.
Y14.95	Dairen (").....Ar.	6.25 "	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.
Y40.00	Shanghai (").....Ar.	Noon	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.

* Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

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Hongkong, 29th April 1911

[7]

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A small cask of O. B. Beer

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A. S. WATSON & CO., LTD.

Hongkong, 28th June, 1910.

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By Order,

"HONGKONG TELEGRAPH."

Hongkong, 22nd Decem. 1908.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, TUESDAY, AUGUST 1st, 1911.

"CLAD WITH WINGS."

Whether Daedalus and Icarus ever did fly is an open question, but at any rate, if they did, it is quite clear that the first fall was that of Icarus, who flying with the wings that his father had made, on the way from Greece to Italy fell into the sea. Of course this is all mythology, but if it were true it would have been only a foretaste of the things that were to come in the future. When M. Dumont flew a very few yards some years back, column upon column in the Press was devoted to the performance and it was looked upon as one of the wonders of times. It undoubtedly was, and though it only marked the beginning of the culmination of a new science, it was yet another fulfilment of the poet's prophecy in "Dionysus" that the people Rome had never known "armed with thunder, clad with wings" should a wider world command. From the old time experiments, when the intrepid investigators with eagle's wings bound to their shoulders, threw themselves from great heights to the advent of machines that have actually risen from the ground, the pursuit of the science has been marked with the many deaths that progress has at all times demanded from her devotees, and it is a source of considerable satisfaction that at last the aeroplane has attained that degree of stability, which has permitted of the lengthy flights that have taken place during the past month. Last year the "Daily Mail" gave a valuable prize for a flight from London to Manchester and singularly enough it was won by the smartness of M. Paulhan, who stole a march on his competitor, while he slept.

Now has come the huge, continental race, and, close upon its heels, the circular contest in England, won again by a Frenchman. M. Andre Beaumont throughout his victorious journey showed a wonderful skill and completed the journey of 1,010 miles in the short space of twenty-two hours and twenty-eight minutes showing that the time has come when the aeroplane is no longer the toy of the rich, a thing to be looked upon as a mere amusement, but an actual potent force which in the next few years will have a great effect on the economic conditions of the whole world at large. The dreamer is not now looked upon as a butt for ridicule when he says that the air will be the carrying medium of the future. It is clear that with the advent of a method for securing the absolute stability, the aeroplane will become a means of transit, which will be absolutely dependable. During the past year much has been done in this direction. The size of the machines have been reduced and the power of the engines greatly enhanced. The result has been the obtaining of a faster speed and by some it is said that more stability has thereby been secured. Whether that be so or not, it is quite clear that more confidence in the aeroplane is being evinced. Politicians have ventured into the blue vault of heaven amid the raptures of admiring crowds and have come safely back to earth. Flying meetings have been held, thousands of people have seen that which they had never hoped to witness, and the world is having placed at its disposal a new means of transport. It may be that the aeroplane will add to the terrors of war and by so doing help forward the cause of universal peace. It is to be hoped that this will be the case though at the present time it hardly seems feasible. Now it is looked upon as a decidedly useful adjunct to the ordinary forces of war. Mr. Graham Wright has shown the impossibility of the new scout, how that fortifications are as nought to the bomb that is dropped from aloft, and it is to be hoped that, by virtue of the very experiments, that he has conducted, he will be able to convince the whole world that war has gone out of the ken of reasonable man.

The circular race for the "Daily Mail" prize shows that the aeroplane is becoming too big for one country. Its possibilities have extended till they embrace the whole world and the foretold race across Europe and Asia to Canton may yet become an accomplished fact. It will then be only to "throw a girdle round the earth."

DAY BY DAY.

Rest satisfied, that whatever is by the appointment of Heaven is right, is best.

The boatbuilders' strike continues. There are yet no fresh developments.

Last night, a watch and chain, and some clothing to the total value of \$156 were stolen from 23, Ship Street.

Mr. H. P. Wilkinson, H.B.M.'s Crown Advocate, left by the C.P.R. steamer Empress of Japan on the 25 ult., for a holiday in Japan.

It is reported that Dr. J. C. Ferguson will start a new paper in Peking with a capital of \$100,000. Chinese are said to be interested.

The King and Queen of Spain are expected to honour the Duke of Westminster with a visit to Eaton during the Eaton polo week, which begins on August 7.

The Hungarian Government is organising a festival in honour of the centenary of Liszt, which will take place at Budapest from October 21 to 25, and the Archduke Francis Joseph has accepted the presidency.

The Chinese Engineering and Mining Co., Ltd., inform us that the total output of the company's three mines for the week ending 15th July, 1911, amounted to 26,285.49 tons and the sales during the period to 23,340.72 tons.

The following telegram was received from the Manila observatory at 10.20 a.m.—"Manila, August 1, 9.45 a.m. Cyclone or typhoon, W.N.W. of Aparri, moving W. or W.N.W."

The first number of "Interest," a new monthly magazine, contains an interesting account of the invention by a Canadian scientist, Mr. Harold Richardson, of the best six-inch armour plate that has ever been produced.

A British Supreme Court warrant was issued in Shanghai for the arrest of a man named Harpur alias Redmond, on a charge of obtaining goods under false pretences from various firms round the Settlement.

Bishop Brent of the Philippines is a believer in Sunday sports. So long as you go to church in the morning, according to the bishop, you are at liberty—it is, in fact, your duty—to devote part of the day to wholesome exercise.

Instinctively Cautious. A verdict of £10,000 isn't so bad," said the junior partner. "How much shall we allow our client?" "Oh, give him £50," answered the senior partner. "But hold!" "Well?" "Don't be hasty. Promise to give him £50."

In Aid of the Military Charities. On Saturday a variety entertainment will be given at the Mount Austin Barracks, the proceeds of which are to be devoted to the various military charities. It will commence at 9.15 p.m.

Opium Notification. The Deputy Commissioner of Customs has notified the local opium-dealers that on and after the 1st January, 1912, the importation of Turkish and Persian opium will be strictly prohibited into China. A well-known firm of opium-dealers has approached the Government in connection with the matter, requesting it to amend the Opium Ordinance prohibiting opium which is not certified to enter Hongkong, with the exception of opium imported by the Opium Farmer under the existing agreement.

Celebrated Prima Donna Engaged.

It is rumoured that Mme. Emma Eames, the celebrated prima donna of the Metropolitan Opera House, has become engaged to another singer in New York, Signor Gorgozza. Mme. Eames, who was born in Shanghai in 1867, of American parents, made her debut at the Paris Opera in 1889. She first appeared at Covent Garden in 1891 when she sang the part of Marguerite in "Faust," and has since constantly been appearing in other New York or the British capital.

Three weeks' hard labour and four hours' stocks were awarded a Chinaman at the Magistracy this morning for being found on the premises of a house with intent to commit a felony.

Russia to India. In the House of Commons Lord Ronaldsday asked if a project for the construction of a railway from Russia to India via Persia had been submitted to the Foreign Office.

Typhoon Warning. The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 7.25 p.m.—"Manila, July 31, 6 p.m. Cyclone or typhoon E. of Northern Luzon, less than 300 miles distant, moving N.W."

Obituary. The death took place to-day at six a.m. of M. Antonio Francisco Mareal Pereira, of No. 2, Coronation Terrace. The deceased, who was well-known in Hongkong, will be buried this afternoon at the Roman Catholic Cemetery.

Chinese Students for America. Within a day or two another contingent of Chinese students will leave Shanghai for the United States. These are Government students, who having succeeded in the prescribed examination are being sent down from Peking to take passages across to America. On this occasion they will number over seventy.

The Military Contribution. A statement laid before the Legislative Council yesterday, of the actual revenue of the Colony for 1910 on which the 20 per cent. defence contribution is payable, shows that the amount assessable is \$7,773,880.91, of which 20 per cent. is \$1,554,777.98. The sum paid in respect of 1910 was \$1,303,541, so that the War Office is underpaid \$251,236.98.

Riding Competition.

At the Hippodrome Circus to-night there will be a very interesting competition which will take the form of riding of a trick nature. A prize of fifty dollars will be given to any one who rides round the ring three times standing on the back of the horse, and with both hands clear of the rope and pad. A prize of ten dollars will be given to the next best attempt.

Health Return.

The health return in the Colony for the week ended 29th instant shows that the total number of communicable diseases occurring was eleven—all of them being cases of bubonic plague. Nine of them were fatal. Since the beginning of the year, there have been 235 cases of plague in the Colony, with 214 deaths.

During the 48 hours ended at noon yesterday, there were five cases of plague recorded as having occurred in the Colony.

DEATH OF DR. STUART.

We regret to have to announce the death of Dr. C. A. Stuart of the Methodist Episcopal Mission (South) which took place about three o'clock on Wednesday morning.

His death at the comparatively early age of fifty-two years was not altogether unexpected as he had been in failing health for some time and was expecting soon to return to the United States in order to recuperate. As a medical missionary for many years he did much useful service. He was for some time President of the Nanking University, but relinquished that position some two or three years ago in order to devote himself to translation work in Shanghai. Quite recently he published a revised Dictionary of Technical Terms, a valuable work enriched by his own copious contributions. The funeral took place at Palsienjo Cemetery, Shanghai, at six o'clock Wednesday night, Dr. Parker and Lacy officiating. The chapel was filled with friends, of whom many were Chinese. Among those present were Dr. A. P. Wilder, the U. S. Consul-General, the Revs. W. Stevenson, C. F. Symons, H. Bonfield and Evan Morgan, Mrs. Darroch, Davenport, Fearon and Lincoln, Archdeacon Thompson and Professor Cooper. There were also a great many ladies. Dr. Stuart leaves a widow, two sons and four daughters to mourn his loss, to whom the deepest sympathy will be extended.—"N.O.D. News."

TROOPING THE COLOURS.

This Morning's Fine Spectacle.

To-day is the 152nd anniversary of the Battle of Minden and the heroes of that event, the King's Own Yorkshire Light Infantry, kept the day in fitting style, trooping the colours on the Hongkong Cricket Club ground. Punctually at 9.30 a.m., H.E. the Governor, attended by Major Tulloch and the A.D.C.s, took up his position on a crimson carpeted dais before the flagstaff. Behind him were a brilliant group of ladies and officers, as well as a large number of civilian dignitaries. Facing them was the regiment drawn up in two long lines. At the other two sides of the grounds stood the "brass band," and the bugle band, with the standard, respectively, while round the enclosure at intervals stood other soldiers.

The proceedings opened with the first few bars of the national anthem, and after a bugle call, four colour sergeants marched forward with arms at the slope. Again the bugles rang out and an equal number of officers marched to positions in front of the sergeants. Then trumpeters marched over to the band and took up a position behind them and the officers with stately stride and swords at the salute, marched to the regiment. Previous to that the order to fix bayonets had been given and a sharp rattle belokened that the command had been carried out. As they sloped arms a silver gleam of bright steel flashed along the serried ranks, and remained so till at the word of command it disappeared as the arms were grounded.

Further stately movements of band and buglers culminated in the formation of an escort for the standard which was festooned with greenery. Thus escorted the standard bearer moved round to the troops who forming in review order marched past the saluting base where H.E. the Governor took the salute, the band playing in the meantime in the centre of the field.

The troops then reformed and approached the dais from which the Governor addressed the following remarks to the troops:—

Colonel Hamilton, officers, N. C.O.s and men of the King's Own Yorkshire Light Infantry. It is a part of the time honoured tradition of the regiment that the person who is privileged and honoured by taking the salute of this anniversary shall address the regiment at the conclusion of the parade.

Last year in South Africa in close proximity to the battlefields on which you had so recently and so worthily maintained the high reputation of the corps, you were addressed by a distinguished soldier and the vivid and detailed account which he gave you of the battle of Minden will be so fresh in your memories that it would be superfluous for me to repeat it to-day, and I will not, therefore, attempt to give you any detailed account of that glorious battle, but, sir, it is a wise and a useful custom for a regiment to select one of the great historical battles, whose names it bears on its colours and to recall each year the memory of the gallant deeds which led to victory; no matter how brave or how disciplined the enemy might be. It is well for the regiment to recall in times of peace how the gallant 51st with the rose of Old England in their head-dress marched steadily forward without flinching at Minden, though the hail of cannon shot left one in every three men dead or wounded behind.

How in four successive charges the enemy's cavalry hurled themselves against the rampart of bayonets, and were scattered as the wave of the seaashing against a mass of rock though the troops were armed only with a matchlock which was not effective much beyond one hundred yards.

How the brigade then advanced like a living wall to within fifty paces of the enemy's advance and poured in a volley and charged in to victory. Now the days of heroic hand to hand fighting are past, but every recruit and every drummer-boy of the K.O.Y.L.I. feels a personal pride in the heritage of the brave deeds done by his corps through all the long years of its history, and as you, who have fought in South Africa, know, it demands an even higher firm of

courage to face invisible batteries firing smokeless powder and discharging bursting projectiles any single one of which is sufficient to decimate a company, while maxims and quick firing small arms rain a literal hail of bullets. The times are changed and the British soldier of to-day needs no less but more courage than in the days gone by, but I thank God that our recent campaigns have proved that the old English courage is not less than it used to be. The King's Own Light Infantry and I are not now acquaintances. Though I have been in civil employ for the greater part of my life I have had the pleasure in taking on two long campaigns with the old 51st in Afghanistan and Burma. Your splendid reputation both in peace and in war has ever been amongst the foremost of the regiments of the British Army, and if—which God forbid—your country should ever again have need to call on the regiment to assist in defending the liberties of the hearths and homes of old England we know that the K.O.Y.L.I. may be relied upon to do their duty to the last man with the same bravery, the same discipline and the same loyalty, which they displayed at Minden, 152 years ago.

AFFECTING TENANTS.

Case in Supreme Court.

A case of a very interesting nature was down for hearing in the Supreme Court this morning, before the Puisne Judge, Mr. Justice Gompertz, in which Mrs. A. Ogilvie was the plaintiff and Mr. H. B. Davidson, the defendant.

The plaintiff, who was represented by Mr. Gardiner, claimed from the defendant the sum of \$9.50, being the value of three pairs of curtains destroyed by defendant while in plaintiff's house at Kowloon. Defendant was represented by Mr. L. D'Almada.

Mr. Harding said he regretted that owing to indisposition Mrs. Ogilvie was unable to put in an appearance. Her husband had first informed him of her illness.

The Puisne Judge: Is she under medical attendance?

Mr. Gardiner: Yes; I can get a certificate if necessary, and had no idea she was ill until this morning.

The Puisne Judge: You must put in a medical certificate.

The question of costs then arose, and Mr. D'Almada said they were discretionary. Plaintiff, he continued, owns several boarding houses. They were lot to different tenants and defendant was one of them. I have got an agreement before me. It is of great importance to the tenants and—

Mr. Gardiner: And to my client.

Mr. D'Almada: I object to an adjournment.

The Puisne Judge: I fixed the hearing for the 1st of August. The only excuse is a medical certificate. If the certificate is not put in I shall have to strike the case out.

Mr. Gardiner: I will put the medical certificate in this morning.

The Puisne Judge: I will consider the question of costs later on.

Mr. Gardiner: The whole question of costs is debatable. I question whether they can be allowed; the amount is under ten dollars.

The Puisne Judge: How long will it take?

Mr. Gardiner: About two hours. The case was eventually fixed for hearing on Saturday morning.

Empire's Largest Family.

The Lord Mayor, speaking at a meeting in aid of Dr. Barnardo's Homes in the garden of Devonshire House on July 10, said that the homes constituted the largest family in the British Empire. Child life constituted one of the greatest assets of this country and, therefore, had a claim upon the patriotism as well as the beneficent. The homes were run on remarkably economical lines, contrasting with a Poor Law school which he recently visited, where each child cost 14s. 8d. per week.

PRINCIPAL OR AGENT?

Judgment in the "Pea" Case Appeal.

Yesterday afternoon their lordships, the Chief Justice, Sir Francis Piggott, and Mr. Justice Gompertz, delivered judgment in the appeal from the decision of Mr. Justice Hazland in the case of W. G. Humphreys and Co. and P. Soffietti and Co. The action was brought over a deal in peas.

The Hon. Mr. H. E. Pollock, K.C., appeared for the plaintiff and Mr. Eldon Potter for the defendants.

The Chief Justice said that he differed from the learned Puisne Judge who tried the case in Summary Jurisdiction, as to the meaning to be placed on the correspondence that had passed between the two parties.

Some emphasis was laid on the fact that the principal here was a foreign principal, and it was suggested that there was some rule which always made the agent of a foreign principal liable. It has no application to this case for the question is whether the agent is liable; and although in one case it is said that the fact of the principal being a foreign merchant is one of the elements entitled to considerable weight in determining this question, he adhered to the further statement in Smith's Mercantile Law, that it is only one of the facts entitled to no more and no less consideration than the others. If the proposition is true that the question whether a party entered into the contract as principal or agent is one of intention, then the fact of the principal being a foreign merchant has obviously nothing to do with the case, for the question pre-supposes a disclosed principal, and if the intention of both parties is ascertained, the other party to the contract has accepted the foreign merchant as a principal.

The Puisne Judge said they had nothing before them as to the mercantile usage in such cases, but on the whole, and in the absence of any information as to the practice he saw no reason why Soffietti should not agree that payment should be made direct to the shipper, concluding his own arrangements with them as to his remuneration, whether it be called commission, discount, or any other similar term. On the principles we are bound to apply, he thought that the contract definitely fixes the appellants with liability.

He concluded by saying he regretted that in this matter he had been compelled to differ from the judgment of the learned Chief Justice.

The appeal was allowed with costs.

WATER POLO.

V.R.C. v. B.O.C.

These teams met in the second round of the competition promoted by the Hongkong Water Polo Association, and as expected the game was a very keen one and aroused much interest. The teams were represented by the following players:—

V.R.C. H. A. Lammert, A. V. Barros and L. E. Lammert, R. C. Witchell, A. H. Carroll, A. R. Ellis and J. M. R. Pereira.

B.O.C. H. J. White, E. Leitro and F. L. du Roza, C. A. S. Rodrigues, G. Witchell, T. Logan and R. Carvalho.

In the first half the game was fairly even and at both ends some fine play was witnessed. Both sets of forwards were playing splendidly and both goals in consequence had narrow escapes. Towards the interval the V.R.C. showed a clearer knowledge of the game and ought to have scored. At half time the sheet was blank.

In the second half the V.R.C. easily proved themselves superior to their opponents and within a very short time of the commencement they had registered the first point, through Pereira who later added a second. The third goal was scored by Barros. The B.O.C. contrary to expectations were very poor in the second half and did not show the same form they did against the 88th Co., R.G.A., in the first round.

Final: V.R.C. 3, B.O.C. 0.

INVASION OF ENGLAND.

Ten Flights from Calais to London.

[OUR OWN CORRESPONDENT.]

Dover, July 2.

One of the most magnificent and impressive sights I have witnessed for many a year was that which it was my privilege to enjoy soon after my arrival in Dover. Ten English aeroplanes were flying over the sea in the dawn and swooped down upon the cliffs of Dover. From each pair of wings men leapt down, stamped his foot, blew upon his fingers, and spoke a laughing sentence or two to the French. Among the 11 men who thus invaded these shores on the skies only one—Mr. Valentine—was an Englishman; and we were grateful that there was one to share the honours of the arduous and most remarkable race.

A flock of birds came flying across the sea in the dawn and swooped down upon the cliffs of Dover. From each pair of wings men leapt down, stamped his foot, blew upon his fingers, and spoke a laughing sentence or two to the French. Among the 11 men who thus invaded these shores on the skies only one—Mr. Valentine—was an Englishman; and we were grateful that there was one to share the honours of the arduous and most remarkable race.

The most astonishing thing about this event is that no one was killed. English people who were thrilled with a new and strange emotion when Blériot's machine was found one morning in a field at Dover were not more mildly interested at the news yesterday of 11 men accomplishing the same feat in a day—like gulls on the wing.

At Dover a wireless message was received from a torpedo diver that the flights across the channel had been started at 4 o'clock. This news was telegraphed to the aviation ground, and a small crowd gathered in the dawn. The first aeroplane was in sight at 4.35, skimming forward from the harbour to the North Foreland lighthouse, and a steering straight for the odrome, making a graceful cent.

The aviator was Vadrines, who carried a machine in Mr. Bernier's hands at Bourneville, and now is one of the most famous flying men in the world. Ten minutes later arrived a tall French lad, of 21 years old, who was fourth in the race to Rome. They were competitors in the open-air race (organised by "Paris Journal," "London Standard," and "Brussels Petit") of the day's section of the flight divided in three stages—Calais to Dover (21 miles), Dover to Folkestone (70 miles), Folkestone to London (50 miles). By the victors who cover the complete circuit 1,000 miles will have travelled over four countries—France, Belgium, Holland, and England.

The quickest flight from Calais to London was made by M. Verne in a Morane aeroplane. His was 4h. 34min. 53sec., and he won the daily stage prize of £200. Lieutenant Comenau, the French Navy, who flies M. Beaumont, won the 500 prize offered by the "Standard" for the best aggregate between the start at Vincennes near Paris and the arrival at London. The following table shows the times at which the aircraft left Calais and the times of arrival at London:—

	Calais.	London.
Verne	4.0.0	8.34.53
Comenau	4.3.0	9.0.46
Beaumont	4.6.0	9.12.52
Valentine	4.8.0	9.4.15
Wright	4.12.0	9.6.0
Wright	4.18.0	9.35.0
Wright	4.18.30	9.34.25
Wright	4.21.0	9.11.48
Wright	4.29.0	9.7.0
Wright	4.30.0	9.32.42
Wright	4.32.0	(unfished)

England's share in this triumph was represented by airman, Mr. Valentine, and English-built biplane, piloted by P. Phillips in the "Daily Mail." It was altogether like a dream, as P. Phillips in the "Daily Mail" sunrise over the cliffs of Dover, the entire population of a town looking seaward from the sea and the Castle Hill. Four cock, and a military band playing "The Chocolate Soldier" in the middle of a ten-acre field, lines of motor-cars parked as for Derby, refreshment booths, and others in full swing, soldiers on guard, and an expectant mayor, all giving the proper go of formality to the beginning of a wonderful day.

And then, out of the glowing sky, a fleet of eleven aeroplanes, sailing landward as they would of making port

as the torpedo boats which crawled along below them. What man would have dared prophesy of such a scene two years ago, when the first aeroplane braved the Channel, and landed thankfully below the castle walls?

The arrival of this first fleet of aeroplanes in England was a memorable and beautiful sight. Its punctuality was almost beyond belief. Dover has spent many fruitless hours waiting for aerial Channel pilots in the past, but this historic invasion was altogether a matter of clockwork. Vadrines, whose monoplane led the van, lifted at Calais exactly at four o'clock. His ten comrades followed according to aerial precedence exactly three minutes apart, so that twenty-seven minutes after Vadrines was under way the entire fleet was in the air, winging its way by compass and by the great white arrow beneath which pointed the way to Dover Castle.

It was a perfect summer morning. Thin mist hung above the sea, but it was soon blown away by the rising wind. The dawn was chill as the population of Dover lined the cliffs or hurried to the aerodrome two miles inland, but the sun came up strong and warm before the racers had left again, and the discarding of greatcoats revealed this curious daybreak assemblage in unexpectedly festive array.

It was a sight one cannot forget, and compared with the abortive efforts made in Hongkong was magnificent. The conquest of the air is not yet, but we are evidently approaching perfection. There is a strong, sustained interest in aviation in England. We are as a nation awake to the possibilities of the aeroplane.

THE GEDONG TRAGEDY.

The preliminary trial of Mr. Frank Brooksbank, who stands charged with culpable homicide not amounting to murder in causing the death of a Bengali watchman at Sungai Gedong, took place at Parit Buntar recently. It is alleged that Mr. Brooksbank, who was riding a motor-cycle, hailed the ferryman to take him across the river. The men asked him to go across on the bridge as the tide was high. Mr. Brooksbank, preceded by four Malays in rickshaws, crossed the bridge, when the watchman ordered him back, but allowed the Malays to pass and abused Mr. Brooksbank in English. Mr. Brooksbank, leaving his motor-cycle, walked down to the watchman, from whom he demanded his name and address and threatened to report him. The watchman became more abusive, and pushed Mr. Brooksbank, who then, it is alleged, struck him three blows on the left shoulder, the left and right side of the jaw. The watchman said: "Now report me," and Mr. Brooksbank walked away. This happened at 4.15 p.m. and at 8 p.m. Mr. Brooksbank was informed that the watchman was dead. Mr. Brooksbank will plead provocation and no intention to injure and says that the death was accidental.

UNREST IN SHIU CHOW PREFECTURE.

Lives of French Missionaries Endangered.

The "TELEGRAPH" CORRESPONDENT.

Canton, July 31.

The French Consul at Shamen has written to the Canton Viceroy that the Procurator of the French Mission in Kwangtung had received news of unrest in the Shiu Chow prefecture from the French missionaries there. In one letter, it is stated that although the local authorities have received instructions from the Canton Viceroy to issue a proclamation prohibiting gambling and opium-smoking, the numbers of these undesirable are on the increase and many cases of robberies have been reported. Moreover, the strength of the local garrison is insufficient to cope with any outbreak. The French Consul asked the Viceroy to instruct the local authorities to protect life and property among the missionaries there. On receipt of the communication from the Consul, H.E. the Viceroy instructed the Taitai and the Lt.-Colonel for Shiu Chow prefecture to order their subordinates to clear out all the bad characters from the prefecture and give protection to the French missionaries.

LATE TELEGRAMS.

[From Manila Papers.]

Nine Cholera Deaths Reported in New York and Boston.

Washington, July 24.—Great alarm is felt throughout the eastern and New England States over the invasion of cholera through Atlantic ports. Despite the strenuous efforts made to combat the disease it has spread rapidly. Both New York and Boston are now infected. The total of deaths to date from the disease in the two cities is nine, with many new cases reported yesterday. Every energy is being bent toward the eradication of the scourge and the greatest concern is manifested throughout the country.

Up to the Canadians.

Washington, July 26.—Sir Wilfrid Laurier, Premier of Canada, has announced that he and his cabinet have decided that the Canadian reciprocity agreement recently ratified by the United States Senate shall be submitted to a popular vote throughout the Dominion. It is expected that the proposal will be passed by a large majority, although the manufacturing interests of the Dominion will wage a determined campaign against it.

Secretary Pleas for Dr. H. W. Wiley.

Washington, July 27.—Official Washington is still agitated over the war being waged against Dr. Harvey W. Wiley, chief of the bureau of chemistry in the federal department of agriculture. The recommendation of Attorney General Wickersham on July 14 that Dr. Wiley be forced to resign because of alleged official irregularities, was referred to Secretary Wilson.

In his report to President Taft presented yesterday afternoon, the secretary of agriculture does not specifically deny the several charges made against his bureau chief, but he points out that Dr. Wiley's accusers are not wholly without sinister motives in their campaign, and requests the President to be lenient with Dr. Wiley, in view of these facts and because of his efficient services as chief chemist since 1883.

Sealing Treaty Passes.

Washington, July 26.—The Senate yesterday ratified the international sealing treaty jointly entered into by England, Germany, Japan and the United States. The treaty provides that the signatory powers shall restrict their killing of seals in the northern waters of North America for a period of twenty years. Senator Root, who drew the first draft of the treaty when Secretary of State in Roosevelt's cabinet, piloted the measure through the Senate.

Controller Bay Opening up to Taft.

Washington, July 27.—President Taft yesterday sent a special message to the Senate relative to the Alaska muddle. He takes upon himself all the responsibility for the greatly criticized opening to entry of the Controller Bay district, and maintains that it was done for the benefit of the territory and its inhabitants.

Woodruff Quits the Democratic Chairmanship.

New York, July 27.—Timothy E. Woodruff, Tammanyite and chairman of the New York Democratic central committee of this State, resigned to-day. In a public statement Mr. Woodruff claims that his growing theatrical interests take so much of his time, requiring his absence from New York to a great extent, that he is no longer able to pay much attention to politics.

The resignation of Woodruff has brought the progressive Democrats to the fore in an endeavour to prevent Boss Murphy of Tammany from electing another of his henchmen to the state chairmanship, and they are backing Senator Roosevelt, minority leader in the upper house of the New York legislature, for the position.

Dagupan is Inundated a Second Time.

Dagupan, July 25.—The continued rains of the past few days have again filled the streets of the city with water and a more serious flood than the one of last week is threatened.

No damage has yet been caused by the flood and little is anticipated, as every one is prepared for a serious siege from the waters, but if the rain continues, it is probable that many houses of light material will be destroyed.

SERIOUS RIOTS AT SUN WUI.

Buildings Demolished.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, July 31.

On the evening of the 28th ult., a riot, attended with loss of lives, broke out in the city of Sun Wui district in opposition to the tax imposed on land suitable for the cultivation of palm trees at 35 cents per acre. It appears that at noon on the day in question, a number of "braves" entered the villages to enforce the tax. A quarrel ensued, which led to blows between the "braves" and the villagers. The trouble soon developed into an open riot. The rioters then proceeded to the bureau for the collection of this unjustified tax. The deputies in charge of the bureau, hearing the news, fled for their lives. On arrival at the bureau, the rioters demolished the building and everything therein. Not content with this outrage, the rioters marched to the spirit farm and butchered farm offices with the intention of demolishing them. They considered the taxes imposed on spirit and meat were too heavy. They succeeded in destroying the spirit farm office but owing to the iron gates surrounding the butchery farm office, they could not effect an entrance and consequently set fire to it. A house occupied by a member of the local gentry who was alleged to be interested in these farms met with similar fate. When the riot broke out, the magistrate was absent carrying out an inspection of the Tinho dykes, and the Colonel in command of the local troops, was at the time engaged in stopping a clan fight in the neighbourhood. Capt. Kwang was left in charge of the city. Hearing of the disturbance, he went out with his "braves" to maintain order. Two rioters were arrested on the spot. The action of the "braves" in arresting their comrades greatly enraged the rioters. The Captain was stoned and his house was burnt down. Afterwards, they repaired to the station, but the police were prepared and opened fire at them, killing three and wounding many others. Three police officers were wounded in the encounter. The rioters then dispersed, but the city gates were closed. They threatened the gatekeepers by saying that they would set fire to the whole city. The gatekeepers became so frightened that the city gates were thrown open to the rioters. Early next morning, the riot broke out afresh and a mob consisting of over 1,000 strong marched to the police station. The police were outnumbered and the building was demolished. The Capt. Superintendent of Police at Kongmoon, not far from the scene of the disturbance, telegraphed full particulars of the riot to the Canton Viceroy, who at once recalled Commander Wu, stationed in Shun Tak district on a mission of wiping out bad characters, to Canton and the Viceroy personally instructed him how to act on arrival at the scene of the disturbance. Admiral Li Chun also asked the Captain to transfer some troops from the Shun Tak district to assist him in suppressing the riot at Sun Wui.

A WISE PRECAUTION.

Chinese Authorities on the Qui Vive.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, July 31.

As already reported in your columns, General Chun Ping Chik had been on a visit to the Viceroy on important affairs, but owing to the rumours current in Canton of the contemplation of another outbreak, His Excellency General Chun, fearing that the desperadoes at Wei Chow might take advantage of his absence and create similar trouble at Wei Chow, left Canton yesterday for his post again.

Charge of Manslaughter.

Li Man Nang, the shipper of the case of alleged dynamite which the other day resulted in one death and several cases of injuries, more or less serious, was charged this morning with manslaughter and remanded. It now appears that there was no dynamite at all, but only the ordinary crackers used by the Chinese.

ADMIRAL LAMBTON IN FIGHTING MOOD.

Admiral Sir Hedworth Lambton, who denounced the Declaration of London in unmeasured terms in the "Express" the other day, has written another letter on the subject, in which he pulverises the First Lord of the Admiralty. The following is the text of the letter:

The export advised was the Director of Naval Intelligence, who was always an admirer of distinction.—Mr. McKenna in the House of Commons, June 28.

To the Editor of the "Express." Sir,—I do not know if it will cause much surprise if I point out that Mr. McKenna's "always" should have been "never."

No holder of the office of Director of Naval Intelligence had ever previously hoisted his flag as an admiral, though most of them became admirals of much distinction after quitting the Naval Intelligence Department.

The first Director of Naval Intelligence was Captain Cyprian Bridges. He was succeeded by Captain Lewis Beaumont, to be followed by Captain Reginald Custance, H.S.H. Prince Louis of Battenberg, Captain Charles Outley, and Captain Slade.

The only Director of Naval Intelligence who was on the Flag list at the time of his appointment is the present occupant—the Hon. Alexander Bethell, and on reference to the Royal Navy list for his "War and meritorious services," all I can find is—"Aide-de-camp to the King, January 1, 1907, to March 1, 1908, when he was promoted to rear-admiral, Director of Naval Intelligence 1909."

Mr. McKenna's opinion that it is improper for officers on the active list, but on half-pay, to state their views publicly is also incorrect. Any officer who is not employed has as much right to express his opinion on any subject under the sun as any other Englishman. This is an axiom that no one who has any regard for liberty will dispute. The corollary is, of course, that any officer on half-pay who does dare to disagree with his official superiors cannot complain if he is never employed again.

Hedworth Lambton, Admiral. P.S.—Many correspondents have asked me where the quotation, "We unto you also ye lawyers," etc., comes from. I refer them to the eleventh Chapter of St. Luke.

The following letter appeared in the "Daily Mail":—

Sir,—In to-day's "Times" I notice a letter signed "Another Flag Officer," in which the writer makes the impudent insinuation that I was casting a slur on the Director of Naval Intelligence.

I merely pointed out in my letter that Mr. McKenna's claim that Directors of Naval Intelligence were always admirals of distinction was not founded on fact.

To avoid any possible misconception, I added that most of them become admirals "of much distinction" after leaving the Naval Intelligence Department. I could not say all, for Sir Charles Outley was only a very junior captain when he received this important appointment, never went to sea afterwards, and only obtained the rank of rear-admiral on retirement.

If he is not ashamed of his name, I challenge "Another Flag Officer" to publish it, and the Navy shall judge between him and me.

DON'T FORGET.

Tuesday, August 1.
Hippodrome Circus, 9.15 p.m.
K.O.Y.L.I. Aquatics.

Thursday, August 3.
Legislative Council Meeting.
Monday, August 7.
Bank Holiday.

Organ Recital, St. John's Cathedral.

Tuesday, August 8.
Half-yearly meeting of shareholders, Hongkong, Canton, and Macao Steamboat Company, Hotel Morrison, at 4 p.m.

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To-day's
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NOTICE.

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H. P. MADAR.
Hongkong, 1st Aug., 1911. [1237]

PUBLIC AUCTION.

THE Undersigned have received instructions from G. HARRISON, Esq., to sell by Public Auction,

on FRIDAY, the 4th August, 1911, at 2.30 p.m., at his residence, Victoria Lodge, 16, Peak Road, (above Queen's Gardens), THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE,

THEIR CONTENTS, including a Doudoir GRAND PIANO by Bechstein, and a quantity of FINE BLACKWOOD WARE.

Full particulars may be obtained from Catalogue. On view on Thursday, 3rd inst. Terms:—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 1st Aug., 1911. [1233]

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PROVISION & COAL
MERCHANTS.

Hongkong, 28th Mar., 1911. [990]

Sir E. Grey replied in the affirmative. The Government would not oppose such a railway if they were satisfied that British and Indian interests were adequately protected. He was not in a position to give any particulars about the scheme.

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TO-NIGHT! RIDING COMPETITION

FIRST PRIZE \$50, will be given to anyone who rides round the arena three times standing on horseback with both hands clear of the rope and pad.

SECOND PRIZE \$10. To the next best attempt.

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TIME AND PRICES AS USUAL. [1236]

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September, 20th July 1911

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"EMPERESS OF INDIA" ... Tues., Sept. 12.
"EMPERESS OF AUSTRALIA" ... Fri., Oct. 20.
"EMPERESS OF CHINA" ... Sat., Oct. 14.
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"EMPERESS OF JAPAN" ... Sat., Dec. 12 noon.
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Steamer	From	Expected on or about	Will leave on or about
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Tijlbas	JAVA	1st half Aug.	1st half Aug.
Tijlbas	JAVA	1st half Aug.	1st half Aug.
Tijlbas	JAVA	1st half Aug.	1st half Aug.
Tijlbas	JAVA	1st half Aug.	1st half Aug.
Tijlbas	JAVA	1st half Aug.	1st half Aug.
Tijlbas	JAVA	1st half Aug.	1st half Aug.
Tijlbas	JAVA	1st half Aug.	1st half Aug.
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IYO MARU, Capt. H. Takeda, Tons 7,000, WED'DAY, 16th Aug., at Daylight.
HIRANO MARU, Capt. H. Fraser, T. 2,000, WEDNESDAY, 30th Aug., at Daylight.

VICTORIA, B.C. & SEATTLE...
SADO MARU, Capt. J. Richards, Tons 7,000, SATURDAY, 12th Aug., from KOBE

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YAWATA MARU, Capt. T. Sakine, Tons 5,000, FRIDAY, 1st Sept., at Noon.

KOBE & YOKOHAMA...
TANGO MARU, Capt. Kawano, Tons 8,000, THURSDAY, 3rd Aug., at 11 A.M.

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HOIHOW & HAIPHONG...
"SUNGKIANG" ... 4th ... 8 A.M.

SHANGHAI...
"CHENAN" ... 5th ... M'night.

MANILA, CEBU & ILOILO...
"TAMING" ... 8th ... 4 P.M.

SHANGHAI...
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For Marseilles, Havre & Hamburg: S.S. "Silvia" ... 21st Aug.

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ST. ALBANS	28th July	Tuesday, Aug. 22.
EASTERN	25th Aug.	Saturday, Sept. 16.
ALDENHAM	8th Sept.	" " Sept. 30.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to
Gibb, Livingston & Co.,
Agents.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY.

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer
"NIPPON MARU" (Capt. W. E. Filmer),
will be despatched from Hongkong on the 18th August next, at Noon, via SHANGHAI and NAGASAKI to KOBE where passengers and cargo will be transhipped to the new and improved triple screw turbine steamer
"SHINYO MARU" (Capt. H. S. Smith),
the latest addition to the trans-Pacific service, and a sister ship of the s.s. "TENYO MARU" and "CHIYO MARU."

This new turbine steamer is replete with every modern convenience, including a Palm Garden on the Bridge Deck; all state-rooms are outside rooms.

SOUTH AMERICAN LINE.

In connection with the National Railways of Mexico at Manzanillo. The only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILING FROM HONGKONG
(SUBJECT TO ALTERATION.)

Steamer Tons Date of Sailing.
Kiyo Maru ... 17,500 ... Tuesday, 15th August, at Noon.

The S.S. "KIYO MARU" will be despatched from Hongkong via MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on TUESDAY, 15th August next, at Noon.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, Local Manager,
KING'S BUILDING (Opposite Blake Pier)

COMMERCIAL.

BULLION.

Messrs. Samuel Montagu & Co.'s Circular dated London, July 6, contains the following:—

Gold.—The arrivals of bar gold were £800,000. After provision £100,000 for India, and the usual amount for the trade, the balance was bought for the Continent; together with what was left over from last week.

The following amounts were received by the Bank of England:—

June 30, £37,000 in bar gold.
July 1, 100,000 in sovereigns from France.
" 1, 100,000 in sovereigns from Egypt.
" 3, 150,000 in sovereigns from Egypt.
" 3, 11,000 in sovereigns from Switzerland.
" 4, 12,000 in sovereigns from France.
" 5, 8,000 in sovereigns from France.

There were no withdrawals; the net influx is therefore £418,000.

Silver.—During the month of June the market has lacked animation. The disposition of the speculative "bull" group to supply a large part of the bazaar upcountry demand out of their stocks, naturally did not conduce to activity on this side, and the demand from China, though fairly constant, had not to contend against any competition of consequence, the orders from the Continent not being very large.

The price kept within 1-10 either side of 24.3-10d. until the 21st ultimo, when the Indian Bazaar began to feel apprehensive as to the monsoon and the quotation sagged to 24.5-16—the lowest and closing price of the month—making the total variation 5-10 of a penny.

Silver for forward delivery was fixed 1-16 higher than that for cash throughout the whole month. We append June statistics:—Highest price, 24.5-8; two mos. 24.11-16. Lowest price, cash, 24.5-10; two mos. 24.3-8. Average price, cash, 24.480; two mos. 24.548.

On the 4th instant slight rain was reported in Bombay, and the encouraging news was followed on the 5th instant by the satisfactory announcement that the rains were good. Whereupon the flabbiness which had characterized the market of late disappeared and the cash quotation rose 1.8, and that for 2 mos. 3-16, namely to 24.7-16 and 24.9-16 respectively. The premium of 1-8d. on forward delivery thus recorded had not been reached for six weeks past.

The reaction, however, proved rather too marked, and forward silver was offered freely at that figure. There does not seem much in the general outlook at the present time to cause a genuine movement upward to any considerable extent. Considering the ample visible stocks, good harvests are a sine qua non if the present range of prices is to be maintained.

Silver rupees appear to be flowing in to the Indian Treasury Reserve rather freely. The amount held on July 4 was 27.1-4 crores compared with 25.1-2 on June 20.

Silver stocks in Shanghai are reduced by £80,000. A shipment of £25,000 has been made from San Francisco to Hongkong.

Messrs. Mocatta and Goldsmid's Circular dated London, July 7, says:—

The price of silver for the second week in succession has varied between 25.5-16 and 24.7-16, the former being to-day's quotation. More satisfactory reports of the monsoon caused the rally to 24.7-16 on the 5th instant, but this proved to be but a short-lived spurt and in spite of the better rains in India, the market remains quiet and dull.

China has bought intermittently, but with so little competition either from India or the Continent orders from that quarter have been easily filled.

Gold has been in demand for the Continent and the whole of this week's arrival was bought for export.

During the week the Bank of England has received £418,000 in bars and coin, £250,000 of which was in sovereigns from Egypt and £120,000 from Paris, whilst there have been no withdrawals.

LOG BOOK.

The S.S. Shutung.

The "Hankow Daily News" of July 22nd says that native reports received there on the 21st July were to the effect that the steamer Shutung, which operates between Ichang and Chungking, had been wrecked, and that two hundred passengers had been drowned and a valuable cargo destroyed.

In view of the regrettable loss of the S.S. Shutung in the gorges above Ichang, the following passages from the report of Mr. von Strauch, Acting Commissioner of Customs, on the trade of Chungking, for the year 1910, will be read with interest.

The successful running of the S.S. Shutung is undoubtedly the most important item to be recorded under this heading. This boat (a full description of which is to be found in the report for 1909) made 14 trips between March 24 and December 20. Only one accident occurred, namely on her 13th trip, when she ran on a rock, but was soon refloated and repaired, and resumed running none the worse for her mishap. From the end of December to the end of March the Shutung must lie up, as three rapids—the Kunglingtan, Chingtan, and Singlingtan prevent steam navigation at low water. The financial result has been splendid, and although this was partly due to exceptionally heavy shipments of silver, which are not likely to recur every year, the fact has been proved that steam navigation on the Upper Yangtze can be made a financial success. What enabled the Szechuan Steam Navigation Company to succeed where others had failed was the fact that the company was able to secure the services of Captain S. C. Plant, a man who for 10 years had had and had used the opportunity to study the dangers and intricacies of the river above Ichang; in fact it is not too much to say that the success of the Shutung was a personal triumph of his skill and perseverance. This accomplishment marks, of course, a great step forward in the development of steam traffic to Chungking, but its dangers and difficulties must not be underestimated, these and the lack of captains who have the requisite knowledge of the river will stand in the way of a rapid development. But development will come, and the benefit which will accrue from the linking up of this hitherto secluded province with the outer world cannot be over-estimated.

Indo-China Steam Navigation Co.

The report of the Indo-China Steam Navigation Company, Limited, for the year 1910, which was presented to the meeting on 13th ult., states that the final result of the year's working does not reach the level which was at one time anticipated, although distinct progress towards a more profitable state of affairs can be recorded, and but for a severe financial crisis in Shanghai last summer, it is safe to assume that the year's business would have shown a much better result. The improvement which has taken place in freights in all directions has gradually extended to China, and absorbed much of the irregular tonnage which has for so long rendered freights unprofitable in the Far East. The credit side of the revenue account (including £7,537 brought forward from last year with an addition of a transfer of £20,000 from underwriting account) amounts to £116,407, out of which £7,438 was paid in November last in reduction of the preference dividend in arrears, and it is now proposed to further reduce the arrears by the payment of £22,315, which will only leave outstanding the contingent liability attaching to the year 1910. After making provision for this payment, allocating £55,397 to depreciation and £3,000 to reduction of expenses of debenture issue and meeting all other outgoings, there remains a balance of £5,083, which it is proposed to carry forward. No additions have been made to the company's fleet during 1910, and no building contracts have been entered into. Two of the company's older steamers, the Amara and Hin Sang, have been disposed of during the year at satisfactory prices.

Information

AERTEX CELLULAR.

COOLEST & MOST COMFORT.

ABLE UNDERWEAR

THE SUMMER HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,

Queen's Rd. Central. [1258]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 min.

SUNDAYS.

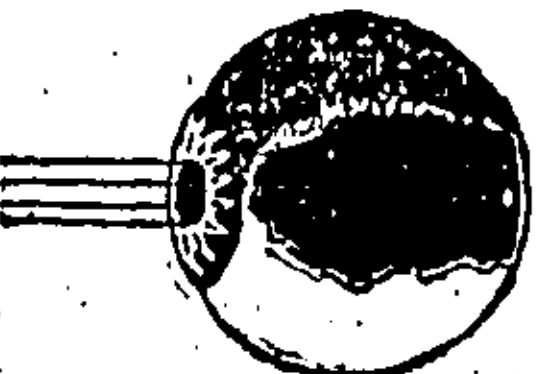
8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 16th June, 1911.



SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,
1A, D'Aguilar Street,
Hongkong.
Hongkong, 24th July, 1911. [1228]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property

and Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & CO.

General Managers.
Hongkong, 19th March 1911.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

FORGEWELDS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools

installed throughout the Works.

50-ton Hydraulic TESTING MACHINE

for Chains, Wire Ropes, Rivets

and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.

OF HONGKONG, LIMITED.

TAIKOO DOCKYARD, HONGKONG

Telephone Address: "TAIKOODOCK"

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undersigned PORTS on or about

the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DEYANHA	Daylight	Freight and Passage
LONDON, via	DRUM	3rd Aug.	See Special Advertisement
USUAL PORTS OF CALL	Capt. H. S. Bradshaw	5th Aug.	
SHANGHAI	SARDINIA	About 10th Aug.	Freight and Passage
MOJI, KOBE & YOKOHAMA	Capt. C. C. Talbot, R.N.R.		
LONDON & ANTWERP	WERP	About 10th Aug.	Freight and Passage
PERMANENT, CANTON, PORT SAID AND MARSEILLES	Capt. R. A. Peters		
SHANGHAI	FUNDA	Noon	Freight and Passage
MOJI, KOBE & YOKOHAMA	Capt. H. G. Evans, R.N.R.	24th Aug.	

For Further Particulars, apply to

P. & O. S. N. Co.'s office,
Hongkong, 31st July, 1911.E. A. HEWITT,
Superintendent.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS. To SAIL ON

NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUTZOW" Capt. J. Bortfeldt	17,300	WEDNESDAY, 9th August, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. L. Maass	18,300	About WEDNESDAY, 9th Aug.
MANILA, YAP, MAIROON, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	6,100	SATURDAY, 12th August, at 4 p.m.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semblitt	5,050	Middle of August.

All the steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telephones.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 27th July, 1911.

DRAGON CYCLE DEPOT, ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers and Rickshaw Builders.

Repairs to

Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery

PHONE 482.

No. 63, Des Voeux Road Central.

Managing Proprietor:

C. LAURITSEN.

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central,

Telephone No. 609.

Hongkong, 2nd Jan. 1911. [128]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER (Qualified).

Business Address—

AH TOO STABLES, No. 7, Russell Street, Hongkong.

Telephone No. 272.

Hongkong, 27th July, 1911. [1058]

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

HAICHING. Capt. W. C. Passmore. FRIDAY, 4th Aug., at 1 p.m.
HAITAN. Capt. J. S. Roach. TUESDAY, 8th Aug., at 1 p.m.

During the months of JULY and AUGUST, RETURN TICKETS

available for three months will be issued at a reduction of 20% on the usual rate to Fochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrak & Co., General Managers.

[1257]

Consignee

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of August, at 9.30 a.m.

All claims must reach us before the 6th of August, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This steamer brings Cargo Ex S.S. "Oreoli" from Venice.

Transhipped at Port Said.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 26th July, 1911. [127]

FROM EUROPE.

THE H.A.L. Steamship

"AMBRIA,"

Captain Feldmann, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of August, at 9.30 a.m.

All claims must reach us before the 8th of August, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 21st July, 1911. [1266]

Consignee

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 3rd Aug., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 27th July, 1911. [124]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of August, at 9.30 a.m.

All claims must reach us before the 8th of August, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 21st July, 1911. [1266]

To Sail

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM & ANTWERP.

THE Steamship

"PEMBROKESHIRE,"

Captain W. Barr tt, will be despatched as above about 4th August.

The attention of passengers is directed to the splendid accommodation afforded by this steamer at cheap rates.

A Doctor and Stewardess are carried, and all cabins have electric fans.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 20th July, 1911. [1248]

DIRECT TO SOUTH AFRICA.

S.S. "BARON ADRIANSSON."

The above steamer will be despatched on or about 20th August, direct for Delagoa Bay, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

For Freight, apply to

GILMAN & CO.

Hongkong, 31st July, 1911. [1255]

Hongkong, 6th July, 1911. [1251]

To Sail

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"LIGHTNING,"

Captain E. P. Smith, will be despatched for the above ports on FRIDAY, the 4th August, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD. Agents.

Hongkong, 31st July, 1911. [1284]



The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CHINA, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DELM,"

Captain H. S. Bradshaw, carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 8th August, 1911, at Noon, taking passengers and Cargo in connection with the Company's S.S. "Moldavia," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the S.S. "Calcutta," due in London on the 17th September, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 22nd July, 1911. [124]

Regular Steamship Service to New York.

via PORTS and SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK:

S.S. "SILK" (Sailing on or about 16th Aug.)

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 27th July, 1911. [1280]

THE CHINESE ENGINEERING AND MINING CO., LTD.

CANTON-HONGKONG-TIENTSIN LINE.

THE Chartered Steamship

"ON SANG"

Taking Cargo on through Bills of Lading to Tientsin, via Taku, or Chinwangtao & Rail, will be despatched for Chinwangtao on or about 6th August.

The Company's Steamship

"KWANGPING"

will be despatched for Tientsin Band, with liberty to call at intermediate ports, about middle of August.

For Freight and Passage, apply to

CHINESE ENGINEERING AND MINING CO., LD., 16, Alexandra Buildings,

or

CHANG FAT YUEN, 302, Des Voeux Road Central.

Hongkong, 27th July, 1911. [1289]

OTE. LOUVENCOURT EXTRA DRY.

\$24.00 per case.

FRENCH STORE, 6, Queen's Road.

Hongkong, 1

COMMERCIAL

EXCHANGE.

Selling.	
London—Bank T.T.	1/9 7/10
Do. Demand	1/9 3/4
Do. 4 months' sight	1/9 1/4
France—Bank T.T.	2/24
America—Bank T.T.	2/24 1/2
Germany—Bank T.T.	1/8 1/4
India T.T.	1/8 1/2
Do. Demand	1/8 1/2
Shanghai—Bank T.T.	7/4 1/2
Sing.—Bank T.T. per H.K.	100 7/6 1/2
Japan—Bank T.T.	87 1/2
Java—Bank T.T.	106 1/2
Buying.	
4 months' sight L/O	1/9 11/16
6 months' sight L/O	1/9 19/16
80 days' sight San Fco & N. York	44
4 months' sight do.	45
80 days' sight Sydney & Melbourne	1/9 15/16
4 months' sight France	2/24 1/2
6 months' sight do.	2/24 1/2
4 months' sight Germany	1/8 1/4
Bar Silver	24 15/16
Bank of England rate	8 1/2
Sovereign	\$11.18

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The S.S. Empress of China, having gone ashore at the entrance of Tokyo Bay, the Canadian Mail of the 12th inst. from Vancouver has been transferred to the N. D. L. mail-steamship Lucretia which is expected to arrive here about the 8th proximo.

A Mail will close for:—

Port. Payant and Haiphong—Per Sinking, 2nd Aug., 8 a.m.

Swatow, Amoy and Foochow—Per Choshun-maru, 2nd Aug., 9 a.m.

Macao—Per Sui Tai, 2nd Aug., 1.15 p.m.

SHANGHAI, SIBERIAN Mail to Europe—Per Devanah, 2nd Aug., 5 p.m.

Haitow and Haiphong—Per Sung-king, 2nd Aug., 5 p.m.

Wei-hai-wei and Tientsin—Per Chipping, 2nd Aug., 11 a.m.

Macao—Per Sui Tai, 3rd Aug., 1.15 p.m.

Shanghai—Per Anhui, 3rd Aug., 3 p.m.

Singapore and Colombo—Per Pen-breakshire, 3rd Aug., 5 p.m.

Manila, (taking Mail for Cebu and Iloilo) Thursday Island, Coktown, Oatna, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Kumano-maru, 4th Aug., 10 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per Persia, 4th Aug., 10 a.m.

Singapore, Penang and Calcutta—Per Lightning, 4th Aug., 10 a.m.

Batavia, Cheribon, Samarang, Sotabaya and Macassar—Per Tjilodas, 4th Aug., 10 a.m.

Swatow, Amoy and Foochow—Per Hsiching, 4th Aug., noon.

Macao—Per Sui Tai, 4th Aug., 1.15 p.m.

Ningpo and Shanghai—Per Choy-sung, 4th Aug., 3 p.m.

Europe, &c., India via Tattorian—Per Delhi, 5th Aug., 11 a.m.

Manila (taking Mail for Cebu and Iloilo)—Per Yuen-sung, 5th Aug., 1 p.m.

Macao—Per Sui Tai, 5th Aug., 1.15 p.m.

SHANGHAI, SIBERIAN Mail to Europe—Per Chenan, 5th Aug., 5 p.m.

Keelung, Nagasaki, Kobe, Shimizu, Yokohama and Seattle—Per Minnesota, 5th Aug., 9 a.m.

Shanghai, Kobe and Moji—Per Pook-sang, 8th Aug., 11 a.m.

Singapore, Penang and Calcutta—Per Kungang, 8th Aug., 11 a.m.

Swatow, Amoy and Foochow—Per Hsiching, 8th Aug., noon.

Manila, Cebu and Iloilo—Per Taming, 8th Aug., 3 p.m.

Europe, &c., India via Tattorian—Per Lutov, 9th Aug., 11 a.m.

Shanghai—Per Linan, 10th Aug., 3 p.m.

Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama, Honolulu and San Francisco—Per Korea, 11th Aug., noon.

Singapore, Penang and Bombay—Per Jehu, 12th Aug., 11 a.m.

Manila, (taking Mail for Cebu and Iloilo) Yap, Marous, Friedrich, Wilhelmshafen, Radeau, Harborschoke, Matupi, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Prinz Waldemar, 12th Aug., 8 p.m.

Manila (taking Mail for Cebu and Iloilo)—Per Loongang, 12th Aug., 1 p.m.

SHIPPING NEWS.

MAILS DUE.

German (Prinz Ludwig) 9th inst.

Pacific (China) 22nd inst.

The Imperial German Mail a.s.

Princess Alice which left here on the 28th ult., at noon, arrived at Singapore on the 30th ult., at 2 p.m.

The T. K. K. s.s. Nippon Maru with U.S. mails sailed from Yokohama yesterday and is due to arrive at this port on the 8th inst.

The T. K. K. s.s. Kiyo Maru sailed from Moji on the 30th ult., and is due to arrive at this port on the 4th inst.

The T. K. K. s.s. America Maru arrived at Yokohama on the 29th ult., sailed thence August for San Francisco.

The T. K. K. s.s. Tenyo Maru sailed from this port on the 29th ult., for San Francisco and is due to arrive on the 25th inst.

The T. K. K. s.s. Nippon Maru sailed from Yokohama yesterday and is due to arrive at this port on the 8th inst.

The T. K. K. s.s. Chiyo Maru arrived at San Francisco on the 27th ult.

The T. K. K. s.s. Kiyo Maru sailed from Moji on the 30th ult., expected to arrive at this port on the 4th inst.

The T. K. K. s.s. Bujo Maru sailed from Callao on the 25th ult., for this port and is due to arrive on the 29th prox.

The T. K. K. s.s. Hongkong Maru sailed from Manzanillo on the 30th ult., for Callao, Peru and is due to arrive at Callao on the 15th inst.

The s.s. Siki left Moji yesterday for Shanghai.

The s.s. Satsuma left Singapore yesterday, and is due here on the 7th inst.

The s.s. Pook-sang from Calcutta and the Straits left Singapore for this port on the 28th ult., and is due here on the 3rd inst.

The P. & O. S. N. Co., str. Nile arrived at London on the 30th ult., at p.m.

The P. & O. S. N. Co., str. Sunda is expected to arrive at Colombo on the 10th inst., at 10 a.m.

The Bank Line str. Lucania which left Yokohama on the 15th ult., arrived at Victoria on the 27th ult.

ARRIVALS.

Yuen-sung, Br. s.s., 1,128, P. H. Rolfo, 31st July—Manila 28th

July, Hemp and Gen.—J. M. & Co.

Tacoma Maru, Jap. s.s., 3,831, Yama-moto Hajime, 31st July—

Manila 28th July—Hemp and Gen.—O. S. K.

Kutsang, Br. s.s., 4,395, R. C. D. J. Bradley, 1st Aug.—Moji

27th July, Gen.—J. M. & Co.

Kurea, Am. s.s., 6,651, J. W. Fisher, 1st Aug.—San Francisco via

Porto 31st July, Mail and Gen.—P. H. S. S. Co.

Hsiching, Br. s.s., 1,247, W. C. Passmore, 1st Aug.—Swatow

31st July, Gen.—D. L. & Co.

Kwanglee, Chi. s.s., 1,463, Pratt, 1st Aug.—Canton 31st

July, Gen.—O. M. S. N. Co.

Choy Sang, Br. s.s., 1,424, M. Courtney, 1st Aug.—Shanghai

28th and Swatow 31st July, Gen.—J. M. & Co.

Fausang, Br. s.s., 1,410, H. S. Malikin, 1st Aug.—Haiphong

30th July, Gen.—J. M. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Kaitong, for Manila.

Hsiching, for Swatow.

Rubi, for Manila.

Nanchang, for Amoy.

Fausang, for Canton.

Choshun-maru, for Swatow.

DEPARTED.

Aug. 1.

Arnaud Bebie, for Europe.

Hsinan, for Swatow.

Tedus, for Singapore.

Chiyeen, for Canton.

Kaitong, for Manila.

Hakata-maru, for Kobe.

Yawata-maru, for Yokohama.

Nanchang, for Nanchang.

Michael Jensen, for Haiphong.

Slingo-maru, for Soerabaya.

PASSENGERS ARRIVED.

Per Korea, arrived 1st Aug. 4, from San Francisco, &c.:

Angus, Miss J. Newcombe, R. W.

Angus, Miss M. Newcombe, Mrs. R. W.

Baird, B. W.

Buckley, Miss A. Nolting, Miss H.

Cook, Miss Myrtle Nolting, Mrs. W.

Eliot, Sir Chas. T.

Faison, P. P. O'Brien, Mrs. O.

Fisher, E. W. W.

Gutierrez, P. O'Brien, Master

Hartshorn, J. K. Wm.

Hirschberg, Miss L. O'Brien, Master

Jones, Dr. E. C. Chas.

Lindahl, Miss L. Rieberg, C. W.

Lucas, C. C. Rice, G. H.

Luhns, Geo. T. Stewart, J. L.

Lynn, C. E. Ston, Mr. & Mrs.

Macrae, J. D. C.

Maier, Miss J. Strange, W. H.

Maier, Miss M. Strong, Lieut. G.

Mackay, W. C. V.

Mariano, R. Urich, Miss K.

McDonough, Mr. & Mrs. W. C. Young, Miss I.

Per Yuen-sung, arrived 31st July,

from Manila:

Gonzales, G. Larona, Mrs. P.

Garcia, Y. Nowby, E. B.

Howard, C. Strohl, D. L.

PASSENGERS DEPARTED.

Per Yawata Maru, sailed on the 1st

August, for Japan:

Braiwod, Mr. and Leong, K. G.

Mrs. W. D. Lawe

Bravn, Mr. and Lo Yut Wan

Mrs. Matsumoto, K.

Bravn, Miss Mardel

Callanan, Rev. Father

Obiga, I.

Carson, Miss Prevost, Peter

Carson, Peck

Earle, A. Tuxford, Mrs.

Farnis, Miss Tuxford, Miss

Frank, L. & Mrs. Thalai, E. T.

Frank, Mrs. Villanueva, S.

Fujitani, L. K. Rikimaru, Mr. &

Fuzino Suto, R.

Harvey, Mrs. Williams, Mr. &

Kingsberry, Mrs. E. T.

Kingsberry, Misses Whipple, Mrs.

(2) West, Miss

Kingsberry

PASSENGERS EXPECTED.

Per Devanah, from London; June

30th, due here about the 2nd August.

Mr. W. Marshall. For Shanghai—

Mr. E. M. Jackson. For Yokohama

—Mr. and Mrs. McDoughall.

VESSELS IN PORT.

STEAMERS.

Baron Minto, Br. s.s., 2,396, T.

Baillin, 19th July—Moji

13th July, Coal—O. & Co.

Choshun Maru, Jap. s.s., 1,801,

T. Yamaguchi, 29th July—

Swatow 28th July, Gen.—

O. S. K.

Corinthia, Br. s.s., 2,355, E. Wood-

head, 26th July—Cardiff

8th June, Coal—Admiralty.

Dervent, Br. s.s., 1,520, J. Jenkins,

29th July—Cebu 22nd July,

Rice—Man Fat & Co.

Devanagase, Ger. s.s., 1,059, E.

Gathemann, 30th July—

Bangkok 22nd and Haiphong

29th July, Rice and Timber.

—B. & S.

Dunedin, Br. s.s., 3,051, Mave, 27th

July—Moji 22nd July, Coal

—D. & Co.

Fuchow, Br. s.s., 1,268, C. P. Vin-

cent, 22nd July, Coal—

B. & S.

Hsiching, Br. s.s., 1,217, G. Hooker,

30th July—Canton 29th

July, Gen.—B. & S.

Kitano Maru, Jap. s.s., 5,277, F. E

Cope, 31st July—Japan

via Shanghai 28th July, Gen.

—N. Y. K.

Landra Schell, Ger. s.s., 1,012, A.

Struve, 29th July—Bang-

kok and Swatow 28th July,

Gen.—Kin Tye Lung.

Lighting, Br. s.s., 1,212, E. P. Smith,

30th July—Singapore 24th

July, Gen.—S. & Co.

Loongmoo, Ger. s.s., 1,275, W.

Vogeler 30th July—Canton

29th July, Gen.—H. A. L.

Machew, Ger. s.s., 990, R. G. Zollner,

29th July—Bangkok 18th

and Swatow 28th July, Rice

and Teak—B. & S.

Madeline Rickman, Br. s.s., 2,597, J.

Schultz, 29th July—Mororan.

Coal—Order.

Marie, Ger. s.s., 1,109, Schlaicher,

30th July—Saigon 27th

July Rice and Gen.—J. &

Co.

Minnesota, Am. s.s., 13,823, T. W.

Garlick, 22nd July—Seattle

and Manila 19th June, Gen.

—N. Y. K.

Ortotic, Br. s.s., Findlay, 16th July

—Seattle 7th June and

Shanghai 13th July, Gen.—

Bank Line.

Peria, Am. s.s., 2,744, A. Lockett,

24th July—San Francisco

28th June, Gen.—P. M. S.

S. Co.

Pheum Penh, Br. s.s., 1,005, Jas. H.

Scott, 30th July—Saigon

29th July, Gen.—Wo Fat

Sing.

Saiki Maru, Jap. s.s., 2,743, Katori,